

CLASSIFICATION CONFIDENTIAL

COUNTRY East Germany REPORT

TITLE Parchim Airfield

EVALUATION PLACE OBTAINED

25X1

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DATE OF CONTENT

DATE OF ACQUISITION

DATE PREPARED

19 November 1954

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REFERENCES

PAGES

8

ENCLOSURES (NO. &amp; TYPE)

1 - one sketch

with legend

REMARKS

This is UNEVALUATED  
Information

1. The following observations were made at Parchim airfield between 16 October 1950 and 3 May 1954:

The field was located about 1.4 km west of Parchim. There were no flight obstacles in the vicinity of the field. A standard-gauge single-line spur track, which branched off from the Parchim-Ludwigslust railroad line, extended into the fuel dump at the field. The landing field was not graded except for the strip between the runway and taxiway. Old bomb craters were seen. The ground was slightly marshy at the southwestern end of the runway. The runway was about 2,500 meters long, about 80 meters wide, and about 30 cm thick. The taxiways were about 16 meters wide and 20 to 30 cm thick.

There were several concrete handstands which had formerly been the aprons in front of the demolished hangars. Two handstands were established at the ends of the runway. The debris of the demolished hangars had not yet been removed.

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Ten shrapnelproof aircraft revetments were located southeast of the runway along a branch of the taxiway; two revetments were in front of the northeastern turn of the taxiway. The revetments which were large enough for MiG-15s were seldom occupied.

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Canvas covered aircraft were usually parked on the concrete pavements in the northern section of the field. Neither the pavements nor the hardstands were camouflaged. No bargains or repair hangars were available. Repair work on MiG-15s or U-2s was done in front of the motor vehicle repair shop to which the aircraft were towed by trucks.

A large brick building was occupied by the headquarters and the engine flying and ground personnel.

The runway was lighted by white-yellow lamps which were mounted on 60 cm high supports 50 meters apart on both sides of the runway. A flare path consisting of searchlights on 2-meter-high poles 100 meters apart was seen in the extension of the runway along a strip of about 1,000 meters to the northeast. After nightfall, a rotary searchlight mounted on a truck was observed in the northeastern extension of the runway, about 50 meters outside the fence.

The field was surrounded by a 2-meter-high board fence and a barbed wire fence.

The runway was painted alternately black, yellow and green for camouflage purposes. The zeroing-in and firing range was located outside the field in the woods to the north. The aircraft were towed to this range for zeroing in.

2. The field was occupied by a fighter unit except for the period from August 1952 to January 1954. About 30 MiG-15s or U-2s were stationed there. The unit was quartered in the old main building at the field. The married officers and their families were quartered in the officers' billets on Danvers Way.

The pilots of the air unit who had officer rank wore golden pilot badges. The following officers with their assumed assignments were known:

Colonel Laryanov (fnu) (phonetic spelling), regimental commander.

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Lieutenant Colonel Pekhaninkov (fnu) (phonetic spelling), political officer.

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Major Ignov (fnu) (phonetic spelling), supply officer.

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Major Gallov (fnu) (phonetic spelling), belonging to the staff.

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Major Gagnov (fnu) (phonetic spelling), belonging to the staff.

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Senior Lieutenant (med) Dr. Zamiatanski (fnu) (phonetic spelling).

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Senior Lieutenant Viter sy (fnu) (phonetic spelling), assigned to the headquarters, in charge of passes and identification documents,

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Senior Lieutenant Petrov (fnu) (phonetic spelling)

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The IM of the individual platoons were armed either with model 44 carbines or model 41 submachine guns, when they lined up during an alert upon a siren signal or on other occasions. There were about 15 tank trucks with tank trailers. The number of the other trucks was not known. Repairs on the motor vehicles were done in the motor vehicle repair shop at the field. 1

5. Between mid-August 1952 and January 1954, the fighter regiment and the air unit were transferred, while improvement work was under way on the runway and taxiway and 2 connecting lanes were newly established. During this period, a new fuel dump was constructed next to the old air force tank installation. Work on the runway was completed when the unit was transferred to the field. 2
6. The German workers at the field were allowed to move only on the direct way from the main guard to their place of work. When entering the field, they had to hand in their German identification document and received a white pass about 9 cm square which consisted of 4 pages with the photograph of bearer and personal data in Cyrillic letters, in addition to a stamp which could not be described. These passes were issued by the regimental headquarters.
7. A Fishnet-type radar set and a Knifertest-type set were located northeast of the taxiway in the direction of the main guard. A radio truck was parked nearby. A dismantable radio beacon, with single mast antenna, was in the northeastern extension of the runway. A 2-wire overhead line extended from this radio installation to the headquarters and quartering buildings. 3
8. The tank installation was located at the spur track in the southeastern corner of the field. It consisted of an old installation of the former German Air Force and a newly established fuel dump. The old installation consisted of 5 fuel storage buildings with underground containers near the spur track. The new installation consisted of 20 underground containers, each 6 meters long and about 2.5 meters in diameter. The containers were covered with earth about 1.5 meters high. Lids were seen on the flat earth mounds. Valves and connecting tubes were fitted underneath the lids. A guardroom with a sentry was located at the entrance to the fuel dump. 4
9. The following observations were made at the field between 23 December 1953 and late January 1954:

23 December 1953. The ground personnel of an air force unit arrived at Parchim airfield by rail. Billeting equipment and baggage were trucked from the spur track near the fuel dump via the runway to the large quartering building north of the runway.

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Approximately between mid and late January 1954, a unit of MiG-15s or U-MiG-15s arrived at the field.

First day of arrival of aircraft:

About 1530, about 6 MiG-15s or U-MiG-15s landed;  
 about 1545, another 6 MiG-15s or U-MiG-15s landed;  
 about 1600, 6 MiG-15s or U-MiG-15s landed;  
 about 1605, 3 MiG-15s or U-MiG-15s landed;  
 about 1610, 3 MiG-15s or U-MiG-15s took off and headed in an unidentified direction.

Second day:

Since it had snowed during the preceding night, 500 to 700 air force men in addition to German construction workers cleared the snow. About 3 caterpillar tractors towing snow plows and some trucks were employed. The snow was piled up on both sides of the runway. At about 1500, while the clearing of snow continued, a twin-engine aircraft landed at the field. Toward the evening, when the snow was removed, the runway was rolled by rollers which were towed by caterpillar tractors.

Third day:

On the morning, the snow clearing detail marked the two sides of the runway with branches of fir-trees put into the snow at intervals of about 50 meters from the edges. Throughout the day, take-offs and landings were continuously made by MiG-15s or U-MiG-15s. Although no sand had been strewn on the runway, the aircraft apparently did not slide while landing.

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On the evening, more than 30 jet fighters were observed at the field. They were covered with tarpaulins and were parked on the dispersal area north of the runway, except for about 4 planes which were not covered and parked along the northeastern side of the runway. The latter 4 aircraft presumably were the alert formation.

No accidents were observed on the days of arrival of jet fighters. During the period of observation, 3 to 5 MiG-15s or U-MiG-15s were permanently ready to take off. These aircraft were mostly parked along the northeastern side of the runway. Near the aircraft there was a starter carriage, similar to an Opel-type van-like truck with storage batteries. An oxygen cylinder or compressed-air flask about 180 cm long and 30 cm in diameter was seen on the right side of the fuselage of each alert plane. These flasks were painted dark green. A small wooden shed for the pilots of the alert aircraft was erected near the dispersal area of the planes approximately in February 1954.

Almost every day, there was air activity which was usually discontinued in unfavorable weather. Individual flights were mostly made at different altitudes. Sometimes, MiG-15s or U-MiG-15s practiced formation flying in wedge formation. Two jet fighters once took off simultaneously. The take-offs and landings were always made from northeast to southwest. A stationary light installation consisting of red and white lamps 20 to 30 cm high and arranged in an open rectangle was observed at the northeastern

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out of the runway, south of the runway. The rectangle was about 5 meters long and 2 meters wide. A red cloth about 4 meters long and 1.5 meters wide was spread out in the rectangle. During air activity, an air force soldier was seen in the rectangle and waving with a white flag. The lamps of the light installation occasionally flashed up during air activity. The color of the light and the intervals at which the lamps flashed up could not be determined. After the landings, the aircraft were towed by tractors to the dispersal area north of the runway. There were about 10 such tractors at the field. A MiG-15 or U-MiG-15 towing a sleeve target was repeatedly seen taking off and heading west. Firing at towed sleeve targets was presumably practiced over the area called "Die Lounke". During the air activity, the MiG-15s or U-MiG-15s were refueled from tank trucks of which 25 to 30 were available at the field. The tank trucks were parked near the garages, when no air activity was under way. They were refilled in the fuel dump.

Two-seater jet fighters were repeatedly used for practice flights, mostly take-offs and landings. Two aircraft of this type seemed to be stationed at the field. There was also intensive practice flying by Yak-11s. 1

8. The following radio and radar installations were seen at the field:

A radio installation of one mast in the northeastern extension of the runway north of the Parchim-Damm road.  
 A Kniferest-type radar set and a Fishnet-type set near the motor vehicle repair shop in which also aircraft were being repaired. The Kniferest-type set rotated during air activity.  
 A truck with 2 masts between the temporary building housing the flight control station north of the runway and the building housing the carpenter's shop. One mast was 6 to 7 meters high and the other mast 2.5 to 3 meters.  
 A radio installation with a braced mast about 15 meters high and 4 additional masts, each about 6 meters high, north of Parchim, between the Parchim-Luebz railroad line and Locker Lake near an old inn, and not far from the Wallenstein Schanze. Two soldiers were seen in connection with this radio installation. 3

9. The following construction work was observed on the runway:

Between early May and late June 1953, concreting work was under way along the southwestern side of the runway toward the middle of the runway. A new concrete cover was laid on the old runway. The strength of the concrete layer diminished to about 8 cm toward the sides. The new runway was slightly smaller than the old one. The ratio of the concrete mixture was 1:6:

53 % of gravel  
 14 % of cement  
 9 % of fine chippings  
 24 % of coarse chippings

The second third of the runway was completed between early July and late August 1953. Then the concrete, was mixed, dumps of clay mixed among the gravel were not removed. A detail of about 22 men concreted between 500 and 1,100 square meters in a shift. The last third was completed between early September and mid-October 1953.

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The entire taxiway was completed between mid-October and mid-December 1953. By order of the Soviet construction supervisor, the quantity of cement was to be increased by 50 kg per charge.

The western connecting lane was completed between early and late December 1953. The eastern connecting lane which runs parallel to the eastern lane was completed in January 1954. Construction work was done on the concrete road about 12 cm thick which extended from the northeastern side of the runway to the aircraft revetments in the south-southeast. In February 1954, grading work was done on the railroad embankment west of the cement storage sheds. Details of concrete workers were engaged in concreting the aircraft revetments and reinforcing the side walls of the revetments with concrete slabs. Improvement work on the fuel dump was started in late February 1954. During the summer of 1953, holes for the fuel containers had been excavated by means of a dredger. Other groups of concrete workers now concreted the road in the fuel dump. The ratio of mixture of concrete was the same as on the runway, except that only fine chippings were used instead of coarse chippings. In early March 1954, concreting work was done on a lane about 1 meter wide and 182 meters long which connected the temporary buildings in the AA gun emplacement.

10. In the spring of 1954, damage was noticed on the runway because of the gravel which had been used contained clay lumps. The Soviet construction headquarters ordered that the defective spots which were about 20 cm square be reconcreted. However, no repair work was noticed. During the frost period, some spots on the runway **developed** cracks because of too wet concrete being used, **which had been done** inspite of the order of the Soviet construction supervisor. It was observed several times that the Soviet supervisor refused the acceptance of some truck loads of too wet concrete which subsequently was poured into an old bomb crater. It is assumed that the new runway at Parchim airfield will not be of very long durability since the concrete used was of poor quality. 5

11. The following air activity and aircraft were observed at the field between the spring and 19 June 1954:

On a day in May 1954, the following aircraft were observed:

about 20 MiG-15s or U-MiG-15s on various dispersal areas,  
10 to 12 twin-engine aircraft, mid-wing monoplanes with double  
rudder assembly south of the taxiway between the two **connecting**  
lanes.  
2 Yak-11s,  
1 Li-2.

On 19 June, the following aircraft were seen:

6 to 7 MiG-15s or U-MiG-15s at the northwestern end of the taxiway;  
10 to 12 MiG-15s or U-MiG-15s along the northeastern side of the  
taxiway,  
1 Il-28 at the northwestern end of the taxiway. The engines and nose  
were covered with tarpaulins. About 20 men stood near the plane.  
1 Il-28 took off from the runway.

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Between the spring and 19 June 1954, MiG-15s or U-MiG-15s mostly practiced flying in formations of two and four. Occasionally, aircraft practiced firing at a sleeve target towed by a MiG-15 or U-MiG-15. After approaching the target, the aircraft turned to the left or right. Air activity usually took place between 0900 and 1200 and between 1450 and 1700. No flights were made in unfavorable weather. Red and yellow markings were seen on the noses of the MiG-15s or U-MiG-15s.

At night flying was observed between 0200 and 0500. The jet fighters usually flew with set position lights. Searchlights presumably located near the field occasionally illuminated an airborne plane.

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12. The following radio and radar installations were seen:

During an athletic contest in May 1954, 3 radio trucks were seen near Gate 1.

In May and June 1954, a radio installation was seen north of the Parchim-Damm road in the extension of the runway before the Elbe River. Several braced masts were erected in the vicinity. A radio installation was located between the northern point of Locker Lake and the Parchim-Ludwigslust railroad line. About 100 meters from the radio station toward the Locker Lake there was a small building which belonged to the radio installation. A jeep was parked near the house. A noticeably high number of officers, namely 8 who had the ranks of lieutenants and senior lieutenants, and a sergeant were seen in connection with the radio installation. The operative personnel was relieved every week. From repeated observations it was inferred that 3 groups of operative personnel were assigned to the installation. The area around the installation was not fenced in.

13. A spur track extended from the Parchim-Ludwigslust railroad line to the fuel dump southeast of the landing field. Railroad tank cars were occasionally observed. The fuel dump was strictly guarded. During the last period 8 to 10 railroad tank cars with fuel daily arrived for the fuel dump.

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14. Lieutenant Colonel Kresnov (Znu) (phonetic spelling) allegedly was the commanding officer at Parchim airfield.
15. The married officers and their dependents were quartered in the officers settlement of the former German Air Force along the Parchim-Damm road just west of Parchim.
16. During preparations for an athletic contest at Parchim airfield, two Soviets who wore civilian clothes conferred with the German sports reporter and requested him to see to it that none of the contestants brought a camera along to the field. The German had to sign a declaration with 2 copies. Subsequently, the 2 Soviets with the German reporter went to their office which was housed in the officers settlement on the Parchim-Damm road, first building east of the entrance, first floor, second floor. The Soviets presumably

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ere security officers. [REDACTED]

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37. On 19 May, an AA gun emplacement with 6 guns was seen in the northwestern section of the landing field. 6

1. [REDACTED] Comment. The statements by the 3 sources generally agree with previous information on Parchim airfield. The field is still occupied by a fighter regiment equipped with 20 to 30 MiG-15s or U MiG-15s. The reported clearing of snow indicates that the field is serviceable even after heavy snowfall. The light signal installation at the take-off point is reported for the first time from Parchim airfield. Similar signal installations were observed at other airfields. 25X1
2. [REDACTED] Comment. The information on the transfer of the fighter regiment between the fall of 1952 and January 1954 and the dates of completed construction work on the runway, taxiway and fuel dump are confirmed. 25X1
3. [REDACTED] Comment. The statements on the radio and radar installations correspond with previous observations. It is unknown for what reason so many officers are assigned as operative personnel to the previously reported PIV 45 DF station at Wocker Lake. 25X1
4. [REDACTED] Comment. The exact capacity of the fuel dump cannot be determined. The previously reported capacity has not been confirmed so far. [REDACTED] 25X1  
25X1
5. [REDACTED] Comment. The concrete cover which was laid on the old runway differed in strength since the uneven spots were to be made even. The meager concrete mixture of a ratio of 1:6 was later improved by a higher percentage of cement. The poor quality of concrete observed at Parchim airfield was also reported from other airfields. 25X1
6. [REDACTED] Comment. The AA gun emplacement in the northwestern section of the field was reported previously. 25X1

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Legend.Parchim Airfield

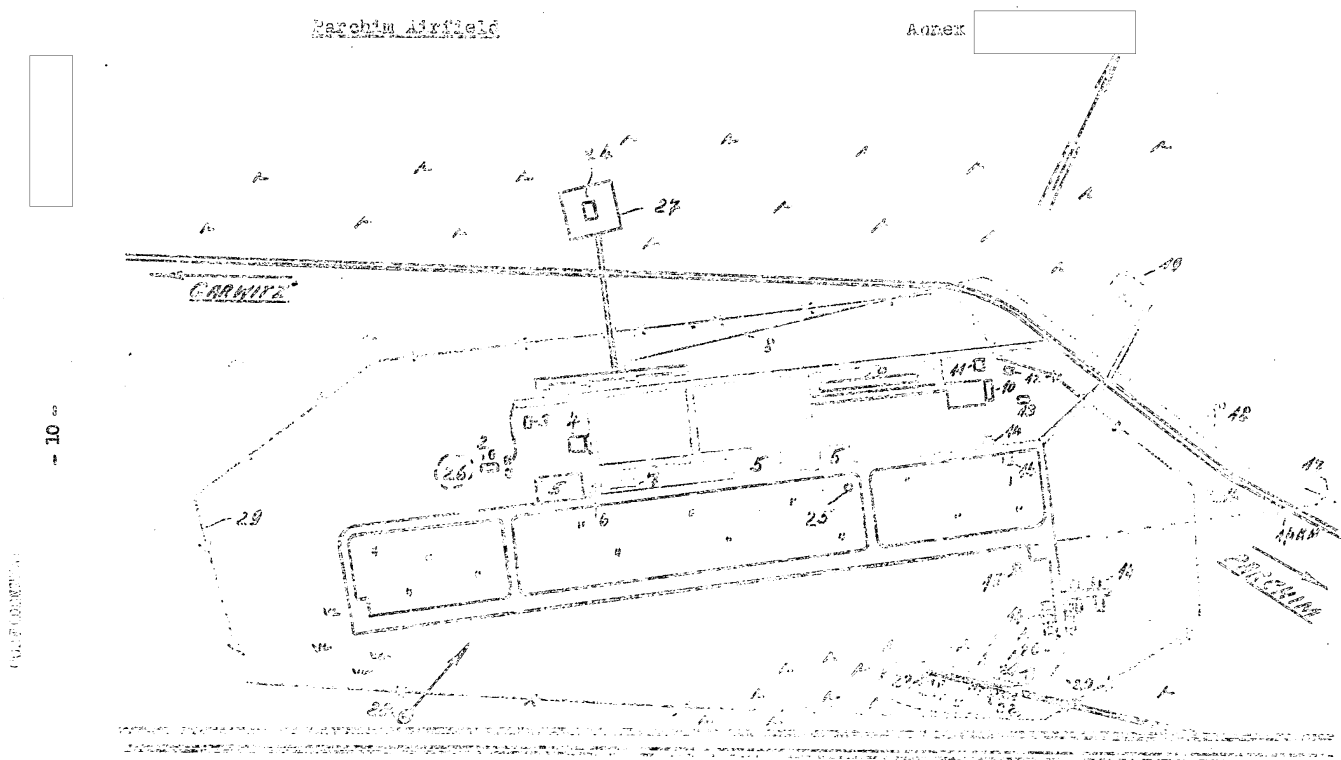
- 1 Headquarters and quartering building
- 2 1 large and 3 small barracks for AA personnel
- 3 Small brick building, utilization unknown
- 4 Shed and stable
- 5 Grass covered dispersal area and 2 concrete aprons in front of hangar
- 6 Mast with wind cone
- 7 Temporary building housing flight control station
- 8 Overhead line to single-mast radio beacon
- 9 Garages
- 10 Motor vehicle repair shop where aircraft are repaired
- 11 Main guard
- 12 Transformer station
- 13 Radar station with 1 kniferest-type set and 1 Fishnet-type set
- 14 Shrapnelproof aircraft revetments
- 15 Log cabin, utilization unknown
- 16 Rotary searchlight
- 17 Single-mast radio beacon
- 18 Wooden tower with red ball which is hoisted up for firing practices on training area
- 19 Firing and zeroing-in range
- 20 Two wooden hangars with half-round roofs, considerably damaged
- 21 Small brick building, guardroom for guards at fuel dump
- 22 5 houses with pumps, old tank installation
- 23 New tank installation
- 24 Officers club of former German Air Force
- 25 Well
- 26 AA gun emplacement
- 27 Board fence
- 28 Point from which landing field is best observed
- 29 Fence

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REMARKS	This is UNEVALUATED Information		

1. The following observations were made at Parchim airfield between 16 October 1950 and 3 May 1954: 25X1

The field was located about 1.4 km west of Parchim. There were no flight obstacles in the vicinity of the field. A standard-gauge single-line spur track, which branched off from the Parchim-Ludwigslust railroad line, extended into the fuel dump at the field. The landing field was not graded except for the strip between the runway and taxiway. Old bomb craters were seen. 25X1

The ground was slightly marshy at the southwestern end of the runway. The runway was about 2,500 meters long, about 80 meters wide, and about 30 cm thick. The taxiways were about 16 meters wide and 20 to 30 cm thick. After excavation work, the concrete was poured to tar paper and subsequently stamped. There were several concrete hardstands which had formerly been the aprons in front of the demolished hangars. Two hardstands were established at the ends of the runway. The debris of the demolished hangars had not yet been removed. 25X1

Ten shrapnelproof aircraft revetments were located southeast of the runway along a branch of the taxiway; two revetments were in front of the northeastern turn of the taxiway. The revetments which were large enough for MiG-15s were seldom occupied. 25X1

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Canvas-covered aircraft were usually parked on the concrete revetments in the northern section of the field. Neither the revetments nor the hardstands were camouflaged. No hangars or repair hangars were available. Repair work on MiG-15s or U-MiG-15s was done in front of the motor vehicle repair shop to which the aircraft were towed by trucks.

A large brick building was occupied by the headquarters and the entire flying and ground personnel.

The runway was lighted by white-yellow lamps which were mounted on 60-cm-high supports 50 meters apart on both sides of the runway. A flare path consisting of searchlights on 2-meter-high poles 100 meters apart was seen in the extension of the runway along a strip of about 1,000 meters to the northeast. After nightfall, a rotary searchlight mounted on a truck was observed in the northeastern extension of the runway, about 50 meters outside the fence.

The field was surrounded by a 2-meter-high board fence and a barbed wire fence.

The runway was painted alternately black, yellow and green for camouflage purposes. The zeroing-in and firing range was located outside the field in the woods to the north. The aircraft were towed to this range for zeroing-in.

2. The field was occupied by a fighter unit except for the period from August 1952 to January 1954. About 30 MiG-15s or U-MiG-15s were stationed there. The unit was quartered in the old main building at the field. The married officers and their families were quartered in the officers billets on Dammer Weg.

The pilots of the air unit who had officer rank wore golden pilot badges. The following officers with their assumed assignments were known:

Colonel Martivanov (fnu) (phonetic spelling), regimental commander.

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Lieutenant Colonel Tekhaninkov (fnu) (phonetic spelling), political officer [REDACTED]

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Major Igonov (fnu) (phonetic spelling), supply officer [REDACTED]

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Major Gallov (fnu) (phonetic spelling), belonging to the staff, [REDACTED]

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Major Gugnov (fnu) (phonetic spelling), belonging to the staff, [REDACTED]

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[REDACTED] (med) Dr Zamaranski (fnu) (phonetic spelling), [REDACTED]

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Senior Lieutenant Vitantsy (fnu) (phonetic spelling), assigned to the headquarters, in charge of passes and identification documents,

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Senior Lieutenant Petrov (fnu) (phonetic spelling), [REDACTED]

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3. Between mid-August 1952 and January 1954, the fighter regiment and the air unit were transferred, while improvement work was under way on the runway and taxiway and 2 connecting lanes were newly established. During this period, a new fuel dump was constructed next to the old air force tank installation. Work on the runway was completed when the unit retransferred to the field. 2
4. The German workers at the field were allowed to move only on the direct way from the main guard to their place of work. When entering the field, they had to hand in their German identification document and received a white pass about 9 cm square which consisted of 4 pages with the photograph of bearer and personal data in Cyrillic letters, in addition to a stamp which could not be described. These passes were issued by the regimental headquarters.
5. A Fishnet-type radar set and a Kniferest-type set were located northeast of the taxiway in the direction of the main guard. A radio truck was parked nearby. A dismantable radio beacon with a single-mast antenna, was in the northeastern extension of the runway. A 2-wire overhead line extended from this radio installation to the headquarters and quartering buildings. 3
6. The tank installation was located at the spur track in the southeastern corner of the field. It consisted of an old installation of the former German Air Force and a newly established fuel dump. The old installation consisted of 5 fuel storage buildings with underground containers near the spur track. The new installation consisted of 20 underground containers, each 6 meters long and about 2.5 meters in diameter. The containers were covered with earth about 1.5 meters high. Lids were seen on the flat earth hills. Valves and connecting tubes were fitted underneath the lids. A guardroom with a sentry was located at the entrance to the fuel dump. 4
7. The following observations were made at the field between 23 December 1953 and late January 1954:

23 December 1953. The ground personnel of an air force unit arrived at Parchim airfield by rail. Billeting equipment and baggage were trucked from the spur track near the fuel dump via the runway to the large quartering building north of the runway.

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Approximately between mid and late January 1954, a unit of MiG-15s or U-MiG-15s arrived at the field.

First day of arrival of aircraft:

About 1530, about 6 MiG-15s or U-MiG-15s landed;  
 about 1545, another 6 MiG-15s or U-MiG-15s landed;  
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 about 1605, 3 MiG-15s or U-MiG-15s landed;  
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Second day:

Since it had snowed during the preceding night, 500 to 700 air force men in addition to German construction workers cleared the snow. About 3 caterpillar tractors towing snow plows and some trucks were employed. The snow was piled up on both sides of the runway. At about 1500, while the clearing of snow continued, a twin-engine aircraft landed at the field. Toward the evening, when the snow was removed, the runway was rolled by rollers which were towed by caterpillar tractors.

Third day:

On the morning, the snow clearing detail marked the two sides of the runway with branches of fir-trees put into the snow at intervals of about 50 meters from the edges. Throughout the day, take-offs and landings were continuously made by MiG-15s or U-MiG-15s. Although no sand had been strewn on the runway, the aircraft apparently did not slide while landing.

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No accidents were observed on the days of arrival of jet fighters. During the period of observation, 3 to 5 MiG-15s or U-MiG-15s were permanently ready to take off. These aircraft were mostly parked along the northeastern side of the runway. Near the aircraft there was a starter carriage, similar to an Opel-type van-like truck with storage batteries. An oxygen cylinder or compressed-air flask about 180 cm long and 30 cm in diameter was seen on the right side of the fuselage of each alert plane. These flasks were painted dark green. A small wooden shed for the pilots of the alert aircraft was erected near the dispersal area of the planes approximately in February 1954.

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Two-seater jet fighters were repeatedly used for practice flights, mostly take-offs and landings. Two aircraft of this type seemed to be stationed at the field. There was also intensive practice flying by Yak-11s. 1

8. The following radio and radar installations were seen at the field:  
A radio installation of one mast in the northeastern extension of the runway north of the Parchim-Damm road.

A Kniferest-type radar set and a Fishnet-type set near the motor vehicle repair shop in which also aircraft were being repaired. The Kniferest-type set rotated during air activity.

A truck with 2 masts between the temporary building housing the flight control station north of the runway and the building housing the carpenter's shop. One mast was 6 to 7 meters high and the other mast 2.5 to 3 meters.

A radio installation with a braced mast about 15 meters high and 4 additional masts, each about 6 meters high, north of Parchim, between the Parchim-Luebz railroad line and Wocker Lake near an old inn, and not far from the Wallenstein Schanze. Two soldiers were seen in connection with this radio installation. 3

9. The following construction work was observed on the runway:

Between early May and late June 1953, concreting work was under way along the southwestern side of the runway toward the middle of the runway. A new concrete cover was laid on the old runway. The strength of the concrete layer diminished to about 8 cm toward the sides. The new runway was slightly smaller than the old one. The ratio of the concrete mixture was 1:6:

53 % of gravel  
14 % of cement  
9 % of fine chippings  
24 % of coarse chippings

The second third of [redacted] July  
and late August 1953 [redacted] clay  
mixed among the [redacted] 22 men  
concreted between 500 and 1,100 square meters in a shift. The  
last third was completed between early September and mid-October 1953.

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The entire taxiway was completed between mid-October and mid-December 1953. By order of the Soviet construction supervisor, the quantity of cement was to be increased by 50 kg per charge.

The western connecting lane was completed between early and late December 1953. The eastern connecting lane which runs parallel to the eastern lane was completed in January 1954. Construction work was done on the concrete road about 12 cm thick which extended from the northeastern side of the runway to the aircraft revetments in the south-southeast. In February 1954, grading work was done on the railroad embankment west of the cement storage sheds. Details of concrete workers were engaged in concreting the aircraft revetments and reinforcing the side walls of the revetments with concrete slabs. Improvement work on the fuel dump was started in late February 1954. During the summer of 1953, holes for the fuel containers had been excavated by means of a dredger. Other groups of concrete workers now concreted the road in the fuel dump. The ratio of mixture of concrete was the same as on the runway, except that only fine chippings were used instead of coarse chippings. In early March 1954, concreting work was done on a lane about 1 meter wide and 182 meters long which connected the temporary buildings in the AA gun emplacement.

10. In the spring of 1954, damage was noticed on the runway because of the gravel which had been used contained clay lumps. The Soviet construction headquarters ordered that the defective spots which were about 20 cm square be reconcreted. However, no repair work was done at that period, some sports on the runway were observed because of too wet concrete being used. On the order of the Soviet construction supervisor observed several times that the Soviet supervisor refused the acceptance of some truck loads of too wet concrete which subsequently was poured into an old bomb crater. It is assumed that the new runway at Parchim airfield will not be of very long durability since the concrete used was of poor quality. 5

11. The following air activity and aircraft were observed at the field between the spring and 19 June 1954:

On a day in May 1954, the following aircraft were observed:

about 20 MiG-15s or U-MiG-15s on various dispersal areas  
10 to 12 twin-engine aircraft, mid-wing monoplanes  
rudder assembly south of the taxiway between the two lanes.  
2 Yak-11s,  
1 Li-2.

On 19 June, the following aircraft were seen:

6 to 7 MiG-15s or U-MiG-15s at the northwestern end of the taxiway,  
10 to 12 MiG-15s or U-MiG-15s along the northeastern side of the taxiway,  
1 Il-28 at the northwestern end of the taxiway. The engines and nose were covered with tarpaulins. About 20 men stood near the plane.  
1 Il-28 took off from the runway.

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Between the spring and 19 June 1954, MiG-15s or U-MiG-15s mostly practiced flying in formations of two and four. Occasionally, aircraft practiced firing at a sleeve target towed by a MiG-15 or U-MiG-15. After approaching the target, the aircraft turned to the left or right. Air activity usually took place between 0900 and 1200 and between 1430 and 1700. No flights were made in unfavorable weather. Red and yellow markings were seen on the noses of the MiG-15s or U-MiG-15s.

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Night flying was observed between 0200 and 0500. The jet fighters usually flew with set position lights. Searchlights presumably located near the field occasionally illuminated an airborne plane. 1

12. The following radio and radar installations were seen:

During an athletic contest in May 1954, 3 radio trucks were seen near gate I.

In May and June 1954, a radio installation was seen north of the Parchim-Damm road in the extension of the runway before the Elbe River. Several braced masts were erected in the vicinity. A radio installation was located between the northern point of Wocker Lake and the Parchim-Luebz railroad line. About 100 meters from the radio station toward the Wocker Lake there was a small building which belonged to the radio installation. A jeep was parked near the house. A noticeably high number of officers, namely 8 who had the ranks of lieutenants and senior lieutenants, and 4 sergeants were seen in connection with the radio installation. The operative personnel was relieved every week. From repeated observations it was inferred that 3 groups of operative personnel were assigned to the installation. The area around the installation was not fenced in. 3

13. A spur track extended from the Parchim-Ludwigslust railroad line to the fuel dump southeast of the landing field. Railroad tank cars were occasionally observed. The fuel dump was strictly guarded. during the last period 8 to 10 railroad tank cars with fuel daily arrived for the fuel dump. 4

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14. Lieutenant Colonel Krosnov (fnu) (phonetic spelling) allegedly was the commanding officer at Parchim airfield.
15. The married officers and their dependents were quartered in the officers settlement of the former German Air Force along the Parchim-Damm road just west of Parchim.
16. During preparations for an athletic contest at Parchim airfield, two Soviets who wore civilian clothes conferred with the German sports reporter and requested him to see to it that none of the contestants brought a camera along to the field. The German had to sign a declaration with 2 copies. Subsequently, the 2 Soviets with the German reporter went to their office which was housed in the officers settlement on the Parchim-Damm road, first building east of the entrance, first floor, second door. The Soviets presumably

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ere security officers.

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17. On 29 May, an AA gun emplacement with 6 guns was seen in the northwestern section of the landing field. 6

1. Comment. The statements by the 3 sources generally agree with previous information on Parchim airfield. The field is still occupied by a fighter regiment equipped with 20 to 30 MiG-15s or U-MiG-15s. The reported clearing of snow indicates that the field is serviceable even after heavy snowfall. The light signal installation at the take-off point is reported for the first time from Parchim airfield. Similar signal installations were observed at other airfields. 25X1
2. Comment. The information on the transfer of the fighter regiment between the fall of 1952 and January 1954 and the dates of completed construction work on the runway, taxiway and fuel dump are confirmed. 25X1
3. Comment. The statements on the radio and radar installations correspond with previous observations. It is unknown for what reason so many officers are assigned as operative personnel to the previously reported PKV 45 DF station at Wocker Lake. 25X1
4. Comment. The exact capacity of the fuel dump cannot be determined. The previously reported capacity has not been confirmed so far. 25X1
5. Comment. The concrete cover which was laid on the old runway differed in strength since the uneven spots were to be made even. The meager concrete mixture of a ratio of 1:6 was later improved by a higher percentage of cement. The poor quality of concrete observed at Parchim airfield was also reported from other airfields. 25X1
6. Comment. The AA gun emplacement in the northwestern section of the field was reported previously. 25X1

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Annex

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Legend.Parchim Airfield

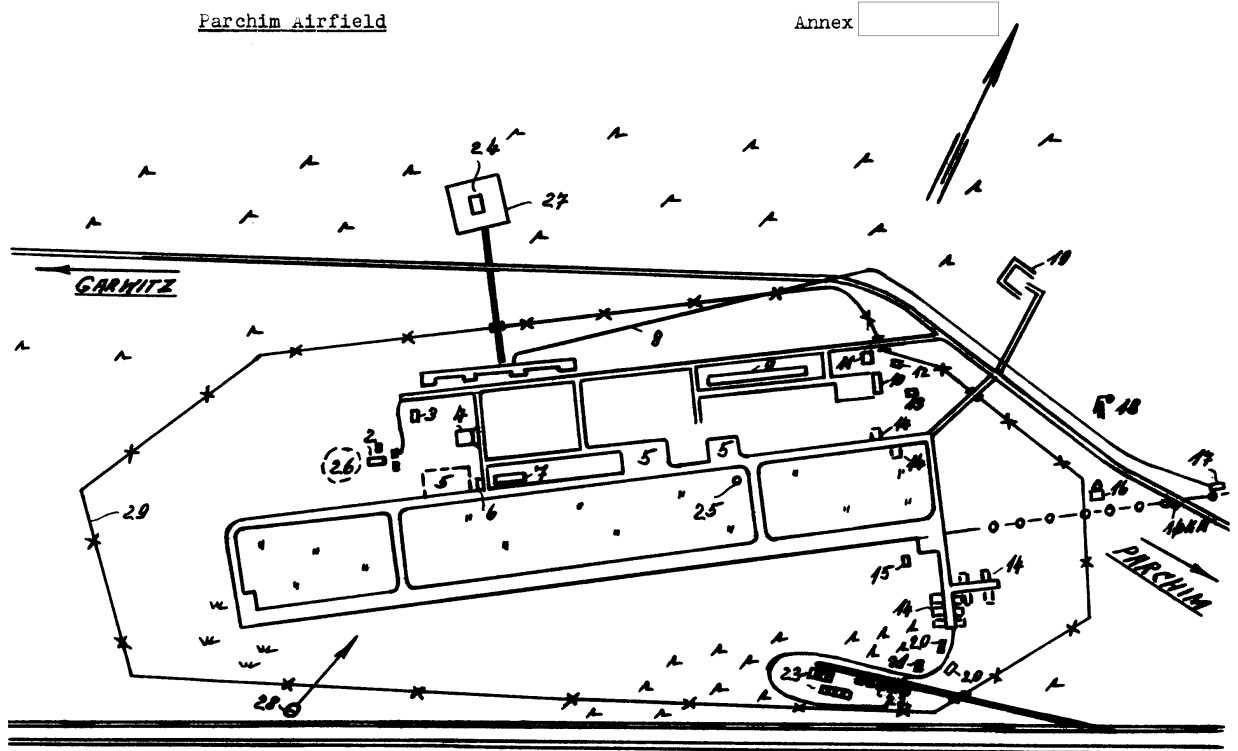
- 1 Headquarters and quartering building
- 2 1 large and 3 small barracks for AA personnel
- 3 Small brick building, utilization unknown
- 4 Shed and stable
- 5 Grass covered dispersal area and 2 concrete aprons in front of hangar
- 6 Mast with wind cone
- 7 Temporary building housing flight control station
- 8 Overhead line to single-mast radio beacon
- 9 Garages
- 10 Motor vehicle repair shop where aircraft are repaired.
- 11 Main guard
- 12 Transformer station
- 13 Radar station with 1 Kniferest-type set and 1 Fishnet-type set
- 14 Shrapnelproof aircraft revetments
- 15 Log cabin, utilization unknown
- 16 Rotary searchlight
- 17 Single-mast radio beacon
- 18 Wooden tower with red ball which is hoisted up for firing practices on training area
- 19 Firing and zeroing-in range
- 20 Two wooden hangars with half-round roofs, considerably damaged
- 21 Small brick building, guardroom for guards at fuel dump.
- 22 5 houses with pumps, old tank installation
- 23 New tank installation
- 24 Officers club of former German ~~XXXXXX~~
- 25 Well
- 26 AA gun emplacement
- 27 Board fence
- 28 Point from which landing field is best observed
- 29 Fence

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Parchim Airfield

Annex



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For legend, see next page.